

Scandals by the Dozen

on Public Works.

ST. CHARLES' BRANCH RAILWAY, (14 miles):—Promised cost, \$136,000; expended upon it \$1,740,000; outstanding claims, \$20,719; cost of road itself, \$822,000; cost of land damages, \$900,000.

TAY CANAL, (6 miles):—Estimated cost, \$132,660; expended upon it, \$476,128; revenue for 1894, \$126; cost of maintenance 1894, \$2,458.

LITTLE RAPIDS LOCK:—Contract estimate of cost, \$86,680; paid to contractor, \$260,000; contractor's claims still unpaid, \$61,000; no traffic and no receipts from the work.

GALOPS RAPIDS CHANNEL, (Cornwall Canal):—Contract price, \$306,600; paid to contractors, \$446,500; contractors' claims still unpaid, \$130,000; the Minister of Canals stated in Parliament after the work was taken over that no one would use it.

SHEIKS ISLAND DAM, (Cornwall Canal):—The original contract was cancelled and a work abandoned, upon which \$155,000 of money was absolutely thrown away. The new work was given to a favored firm of contractors without tenders who have been allowed \$22,500 over their contract price.

LANGEVIN BLOCK:—Estimate of cost less than \$500,000; already paid, \$781,000; outstanding claims, \$250,000; Contractor Charlebois had following clause put into the contracts which other contractors on the building had with Government: "The contractors will agree to bind themselves to buy the right of way from the contractor Mr. Charlebois."

CONNOLLY-MCGREEVY WORKS:—Cost to contractors of work, \$2,184,259; cost to country, \$3,138,234; contractors' profits, \$953,975; lost to country after deducting fair profit, \$700,000.

PRINTING BUREAU SCANDAL:—Seneca's commissions on purchases for supplies and machinery, \$50,000.

CURRAN BRIDGE:—Estimate cost, \$123,000; Government Commission's estimate of reasonable cost, \$160,000; actual cost, \$430,000; stolen from the country, \$270,000; Judge Desnoyers decided that Government's contract with contractor St. Louis was so drawn that he had lived up to it.

Campaign contributions paid by Senator Ross and Mr. Beemer to Sir Adolphe Caron and recouped by subsidy to the Lake St. John Railway, \$50,000.

FREDERICTON AND ST. MARY'S BRIDGE:—Paid up capital of company, \$20,000; Government loan at 4 per cent, \$300,000; Government bonus, \$30,000; total cost of bridge, \$418,000; floating debt of bridge, \$19,000; interest due the Government upon loan since 1888, \$66,000; total amount public money sunk in this private speculation, \$396,000.

CARAQUET RAILWAY:—\$224,000 of public money has been sunk in this sink hole. The road is not paying running expenses, and the public expenditure which was incurred for election purposes and nothing else is a total loss.

Never mind how you voted in past elections. You are not the chattel of any party leader, or the serf of any political organization. Never mind if you were a Government supporter in other days. It is your business now to consider facts as demonstrated in your own experience. If you would avoid a repetition of wholesale highway robbery and favor honest Government vote for a **Liberal Candidate**. The man who cannot vote against "his party" for his country is unworthy of the franchise and unfit for citizenship in a free community.

**VOTE AND USE YOUR INFLUENCE FOR
ROBERT MACKAY,
For St. Antoine Division.**